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[a] 1383

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H. HAYNES,

Manager
Hongkong, 2nd August, 1912. [a] 157

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TELEGRAPHIC ADDRESS "COMFORT,"
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Hongkong, 4th December, 1907. [a] 37

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LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 11th, 1912.

Bubonic plague has been epidemic in Hongkong since 1894. How it came to the Colony nobody has been able to discover; nor are the experts able to tell us yet how we are to get rid of it. Millions of dollars have been expended in the Colony during the past eighteen years on precautions against the recurrence of plague, yet the number of cases notified this year exceeded those of any year since 1894. As many as 1,833 cases have been recorded this year. Last year the total number was 261; the year before plague was almost entirely absent from the Colony. The figures had fallen from 124 cases in 1909 to only 23 cases in 1910. This progressive decline had seemed to indicate that the Sanitary authorities had at length mastered the problem. There has been no relaxation of anti-plague measures since; yet in 1912 we have the returns reaching the appalling figure of 1,833. A Sanitary Board Committee, we understand, is engaged on the task of seeking an explanation of these fluctuations in the returns, and especially to investigate the connection, if there is any, between the condition of the drains during the dry months of the year, and the epidemic of plague which is most severe in the wet months. The singular thing about the Hongkong plague epidemics is that they generally begin by a few sporadic cases in January, sometimes not until February, and the weekly number of cases gradually grows until the end of July, which is almost invariably the worst month. Then the returns

begin to show a rapid decline in the number of cases, and by the end of August the epidemic is at an end. We believe we are correct in saying that there has not been half a dozen cases of plague in the Colony since the end of September. Why there should be this sudden cessation and a recurrence of an epidemic some few months later apparently defies explanation by the expert scientists who have devoted their energies to plague research. We are led to touch upon this subject by the perusal of an address by Surgeon-General Sir C. P. LUKIS at a Sanitary Congress held at Madras last month. In summarising the discussion on papers relating to plague, Sir CHARLES LUKIS mentioned that a question had arisen as regards the immunity of Madras. One speaker held that this was chiefly due to climatic conditions, while another speaker controverted these deductions. It appears that experiments and inquiries are being made by the Indian Plague Commission on the influence of climatic conditions. The conclusions at which the Commission arrives should be of interest to Hongkong. Another point made in the discussion was as to the influence of grain, and the remarks of the President of the Conference on the subject are thus reported: "Captain WHITE has clearly shown that there is close relation in a representative year between imports of grain into each trade block and the amount of plague from which such areas have suffered in the past; and he also shows that grain stores and grain markets have a large influence on the persistence of plague infection in a given locality; and he further advocates preventive measures along these lines. This is a point which will require very careful consideration, because it is a measure which is likely to involve considerable expense if carried out." This further extract we may make from Sir C. P. LUKIS's address: "Lastly we come to Major LUSTON's admirable paper in which he deals with the question of plague as a disease produced by an animal and advocates that measures be taken against the rat in the same way as they are taken against the dog in the case of rabies. I don't think we can get away from the fact that these measures are necessary. But still it is perfectly possible to take measures against the rat without committing wholesale destruction of the animals. Presuming that the rat is infected, you can deal with him (1) by cutting off his food supplies both by house tidiness, by improvement in scavenging and prohibition of housing of animals in the vicinity of human dwellings; (2) by abolishing dark places and providing light and air in houses; and (3) by instructing the public and making them realise that although the rat is a perfectly useful animal in its own place, that its place is not the human habitation. Finally, as Major LUSTON points out, the rat is only dangerous to man when it is infected by plague, and therefore our chief object should be to prevent the rat from becoming infected, and in this connection it is desirable that an attempt should be made during the quiescent period to ascertain those villages which are likely to carry over the disease into the following year and then to deal with them in a summary manner." While it cannot be said that the Madras Conference has added much to public knowledge of the subject, it is nevertheless of some interest to Hongkong to see what is being done in other plague-infected parts of the world to solve the problem of these epidemics and to see that the task is as difficult there as here. If the "chief object" is to prevent the rat from becoming infected, what we need first to know is how the rat becomes infected? Given that knowledge greater advance towards extermination of the plague may be possible.

Yesterday, Mr. M. Slade, K.C., was welcomed on his return to the Supreme Court by the Chief Justice.

The body of a Chinese male child was found on the railway embankment near Tai-po yesterday. It was apparently placed there by someone, to avoid burial expenses.

While on his way to interview a doctor at Yau-mati a Chinese, aged about 27, suddenly collapsed in Woo Sung Street. He was picked up by the police and removed to the Hospital.

A Chinese, while waiting for a steam launch at the Yau-mati wharf, suddenly fell down and expired. He had evidently been very ill, and was being sent over to Hongkong by his wife.

The "skipper" of the steam launch *Cheung Wo* reported to the police that while towing a cargo boat from Hongkong to Yau-mati on Monday evening, and when about to enter the new typhoon refuge, the steam launch *Wo Sang*, which was leaving Yau-mati for Hongkong, steamed straight in between his launch and the cargo boat, damaging the latter to the extent of about \$100.

Mr. B. G. TOURS, British Consul at Swatow, has been transferred to Nanking and will be succeeded at Swatow by Mr. Pitzipois, from Chingkiang.

A building site measuring 8,360 square feet, situated in Macdonnell Road, above the Union Church, has been sold at public auction by the Public Works Department for \$6,100. The upset price was \$2,568. Mr. Li was the purchaser.

Mr. James Ernest Thompson, of Belfast, late of the Hongkong and Shanghai Banking Company, who died on August 16th, left personal estate in the United Kingdom valued at \$7,734. He bequeathed one-eighth of his residuary estate to his brother William Thompson, now or lately in South Africa, provided that, should his whereabouts not be discovered within two years of the testator's death, the said one-eighth shall be divided among the other residuary legatees.

A fire broke out at No. 9, Hillier Street, on Monday afternoon, but luckily was not of a serious character. The outbreak originated, it is conjectured, through a lighted candle falling on some coils of galvanised wire, which were estimated at the value of about \$400. The fire was extinguished by the employees of the shop, and the damage to the wire is covered by insurance. A small outbreak was also reported from a dwelling house in Yau-mati, but little damage was done, and the services of the Fire Brigade were not requisitioned.

Two of the items on the programme of the forthcoming Ball at Government House are the composition of Miss Dixon, who is at present a guest of His Excellency and Lady May. The orchestration of these two dances has been most capably carried out by that talented musician, Bandmaster F. G. Moss, the King's Own Yorkshire Light Infantry. The "Tambura" Two-step has a swing and go in it that should delight the Two-steppers of the Colony. The "Loloma" Waltz is full of character and has a pleasing melody running through it. We can confidently predict a successful future for this debutante in the musical world.

THE CHEUNG CHAU PIRACY.

At the Magistracy yesterday the three women who are charged in connection with the Cheung Chau piracy again appeared. The man who was arrested at Macao, but who could not be brought to the Colony owing to illness, has now been removed to Victoria Goal. The case was remanded.

WIRELESS TELEGRAPHY.

We are informed that the Telefunken and the Marconi Wireless Telegraph Companies have by mutual agreement recognised the validity of each other's patents. The legal proceeding started by both parties against one another have consequently been stopped and the law suits already filed in the Courts of several countries withdrawn.

THE MAGISTRACY.

Inspector Dymond proceeded against six men for gambling at West Point, and Mr. Hazeland fined them \$5 each.

Charged with being drunk and disorderly, assaulting a lunkon and damaging his uniform, a European named Peter Shields was fined \$10 by Mr. Melbourne.

Charged with participating in a drunken brawl in Centre Street, two men were fined \$3 each. Another man who figured in the scene did not appear, and \$5 bail was ordered to be estreated.

Five women were charged with damaging Government plantations by cutting grass where young pines had been planted, \$20 being the estimate of the damage done. Mr. Melbourne fined each defendant \$2.

A charge was preferred against a Chinese for bringing 39 letters into the Colony with no stamp upon them. Defendant offered as his excuse that a man gave him twenty cents to take the letters to Po Yuen Hing. Mr. Melbourne fined him \$40 or five weeks' hard labour.

At the Magistracy yesterday a Chinese was charged with keeping an opium den on the ground floor of No. 40, Centre Street, West Point, and 20 others were charged with smoking opium therein. The first defendant was fined \$250, two were discharged, and the others were fined \$2 each.

A Chinese was eloquently expatiating to a large crowd at West Point, brandishing a placard to add force to his arguments, when he was abruptly interrupted by a constable, who escorted him to the Police Station. He appeared before Mr. Hazeland yesterday, and was fined \$5, or 14 days in default.

The police annals of the Colony must need a lot of searching to find in them a case in which intoxication has been alleged against a Chinese woman; but one was charged yesterday with disorderly conduct at West Point, and it was stated that she had either jumped or fallen into the Harbour whilst in a state of intoxication and had to be conveyed to the Hospital by the police. She was bound over to \$100 to keep the peace for 12 months.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN WAR.

THE BULGARIANS AT SALONIKA.

Reuter's correspondent at Athens telegraphs that an official despatch describes the Greek occupation of Salonika and says that the Bulgarians accepted the hospitality of Greece and sheltered in Salonika from the bad weather. They were under the command of the Greek commander of the town.

SCEPTICAL TURKS AT SCUTARI.

A message from Cetinje states that the Turks at Scutari persist in disbelieving that an armistice has been arranged, and fighting has been resumed at Tarabosch, the Turkish sorties being repulsed. The Montenegrins threaten to exclude Scutari from the armistice.

THE PEACE DELEGATION.

A message from Constantinople states that the Ottoman delegation to the Peace Conference at London consists of Salih Pasha, Rechid Bey, the Ministers of Marine and Agriculture, and Osman Nizam Pasha, Minister at Berlin.

THE RENEWAL OF THE TRIPLICE.

LONDON, December 10th.
The renewal of the Triple Alliance was expected, but the announcement on the eve of the London Conference is significant and is regarded as a demonstration of the solidarity of the Triple Alliance in view of the possible hitch which was expected. However, the Conference will be of short duration, all parties being most anxious for a settlement.

Reuter's correspondent at Berlin wires that the inspired *Koelnische Zeitung* in an article about the renewal of the Triple Alliance admits that the object of the allies in publishing the announcement at the present juncture was the desire to give the world prior to the London Conference unmistakable proof of their complete accord.

AUSTRIAN POLITICS.

LONDON, December 10th.
Reuter's correspondent at Vienna telegraphs that General Auenburg, Minister for war, and Field Marshal Schemm, Chief of the General Staff, have resigned, and are succeeded by Generals Krobaten and Howendorff respectively. No explanation is given, but it is believed that the reason for the resignations is political.

THE HOME RULE BILL.

LONDON, December 10th.
The House of Commons has adopted by 292 votes to 178, Clause 33 of the Home Rule Bill which relates to the continuation of service and compensation of the present civil servants.

PANAMA CANAL TOLLS.

THE BRITISH ARGUMENTS.

LONDON, December 10th.
The Foreign Office publishes a despatch from Sir Edward Grey to Mr. Bryce, the British Minister at Washington, dated 14th November, for communication to Mr. Knox, the American Foreign Secretary. It recapitulates in detail the British arguments on the subject of the Panama Canal tolls and refutes the American arguments, and in conclusion states that the British Government "looks with confidence to the Government of the United States to ensure that in promoting the interests of the United States shipping nothing will be done to impair the safeguards guaranteed British Shipping by Treaty."

SECRETARY FOR WAR OPPOSES THE PRESIDENT.

In his annual report to Congress Mr. Stimson, Secretary for War, opposing the views of President Taft, urges the repeal of the section of the Panama Canal Act exempting American coasting vessels from tolls, which he declares to be equivalent to nationally subsidising an industry not needing such assistance.

BRITISH ADMIRALTY PURCHASE DIRIGIBLES.

LONDON, December 10th.
The Admiralty has purchased one German Parseval and one French Astra-Torres dirigible.

[THROUGH REUTER'S AGENCY.]

DUBLIN CASTLE MYSTERY.

STOLEN CROWN JEWELS RESTORED.

LONDON, December 10th.
The *Daily Telegraph* has reported that the Irish Crown jewels, the mysterious disappearance of which in 1907 created a great sensation in the country, have been replaced intact in their original position.

THE SEXTUPLE LOAN GROUP.

LONDON, December 10th.
It is understood that the British group of the Sextuple Loan group will be extended by the incorporation of Baring Brothers, Shroder & Company, the London County and Westminster Bank, Parrs' Bank, the Hongkong and Shanghai Bank, and probably another.

The representatives of the Sextuple Group will meet in London on Friday to discuss the proposed 25 millions loan.

CHINA AND THE OPIUM TRADE.

LONDON, December 10th.
Indian banks and Indian merchants are making strong representations to the Foreign Office and to the India Office regarding the Chinese closing ports against the importation of opium.

IMPERIAL DEFENCE.

LONDON, December 10th.
In the House of Commons at question time Mr. Churchill, First Lord of the Admiralty, again emphasised the statement that the Canadian Dreadnoughts to be gifted to the Empire would be in addition to the British programme.

Mr. Asquith announced that all the Premiers at the recent Conference, accepted in principle the proposal that representatives of the Dominions should be invited to attend the Committee of Imperial Defence.

THE CORNISH TRAGEDY.

LONDON, December 10th.
It transpires that De Lay was married in November, 1911, to a Mrs. Young, who, in earlier years, was divorced, De Lay, under an assumed name, being co-respondent.

THE STRAITS DINNER IN LONDON.

LONDON, December 10th.
Mr. W. H. Shelford presided over the Straits Settlements dinner, held in London, last night, and the Right Hon. L. Harcourt, M.P. (Colonial Secretary), Sir John Anderson, Sir George Fiddes, Sir Frank Swettenham, Sir Hugh Clifford, and Sir William Treacher were among the guests.

Mr. Harcourt, responding to the toast of "The Guests," spoke in congratulatory terms of the remarkable prosperity of the Straits Settlements. As a result of freedom from duties Singapore had been made the entrepot to the Eastern world. He eulogised the energy which had procured her the best equipped docks in the possession of the Crown, and referred to what the Straits Settlements had done for defence. He spoke of the national gratitude felt towards the Federated Malay States for their splendid gift, and said that while not a possession of the Crown, the Malay States so highly valued a sense of attachment to the Empire that they had made a gift which was a symbol of gratitude for our Administration and a testimony to our supremacy over the seas. He absolutely denied that this gift was pressed from Home, and declared that it came as a great surprise to the Colonial Office. He regarded with sympathy and admiration the unrivalled progress of the Malay States, and was convinced as to the future success of the Federated Malay States and the Straits Settlements.

Mr. Darbyshire, who responded to the toast of the evening, dwelt on the community of the interests of the States and the Straits Settlements, and urged union for the common good, sinking all differences.

BOXING.

LONDON, December 10th.
In the National Sporting Club's welter-weight championship of Great Britain, twenty rounds, Johnny Summers beat Sid Burns on points.

[THROUGH REUTER'S AGENCY.]

RAILWAY STRIKE IN ENGLAND SPREADING.

LONDON, December 10th.
The strike is spreading, further grievances being brought up. The men contend that the engine driver Knox, who had been 37 years in the service, was unjustly convicted, the Magistrate describing the evidence as very unsatisfactory on both sides.

Hartlepool, Bishop Auckland, and other sections have joined the strike, while a number of other towns have refused. Many meetings were adjourned after lively scenes.

The Company and the strikers are both adopting a very firm attitude.

SHIPYARD WORKERS STRIKE.

LONDON, December 10th.
Two hundred platers at Jarrow engaged on the battleship *Queen Mary* have gone on strike for a minimum wage for odd jobs. The builders declined to consider the demand unless the men returned to work, but the latter remain obdurate.

IMPERIAL WIRELESS SCHEME.

LONDON, December 10th.
At question time in the House of Commons, on Monday, Mr. L. Harcourt, Secretary of State for the Colonies, announced that the cost of the high power station in the Highlands of East Africa under the Imperial Wireless Telegraphy Scheme would be borne by the Imperial Government. It was also proposed to erect a low power station at Mombasa, for which East Africa would pay.

DEATH OF MR. J. F. BOULTON.

We regret to learn that news reached the Colony by mail yesterday of the death of Mr. James Fettes Boulton, A.M.I.C.E., who for upwards of twenty years was an executive engineer in the Public Works Department of this Colony. Mr. Boulton was the son of Mr. William Boulton, who for fifty years was Burgh Engineer and Surveyor of Aberdeen, and served his articles with the well-known Aberdeen firm of Messrs. Jenkins and Marr, afterwards entering the office of Mr. W. R. Smith, Harbour Engineer. He came out to Hongkong under engagement to Mr. Findlay-Smith to construct the Peak Tramway in 1885, but before the opening of the line he went on a voyage to Australia, and thence to San Francisco. Returning to Hongkong a year later, he was engaged in making a survey of a railway to Canton, and afterwards spent some time on the construction of a railway in Formosa. He came back to Hongkong in 1889, and was appointed an executive engineer in the Public Works Department, and rose to the position of Second Assistant Director. Mr. Boulton was regarded by competent judges as an exceptionally sound engineer, and was entrusted during his service in the Public Works Department with the designing and superintendence of some of the most important engineering works ever carried out in the Colony. The reclamation was one such work which earned him high praise among civil engineers. During the latter years of his residence in the Colony Mr. Boulton was in a very indifferent state of health, and a holiday at home failing to set him up, he resigned the service in April last year on pension. Mr. Boulton's age was 63. He married late in life and leaves a widow and one child aged about two and a half years. Mrs. David Wood is a sister of the deceased gentleman.

RUGBY FOOTBALL.

The following have been selected to play for the Club v. The Army to-day, at 4.45 p.m.:

Full back, T. E. S. Robson; three-quarter backs, B. Chapman, V. M. Grayburn, H. S. Rouse and P. Linton; half backs, A. A. Claxton and J. Clark; forwards, A. Murdoch, J. C. Taylor, A. F. Deane, R. M. Austin, T. J. Fisher, D. Walker, E. H. Bone and C. C. Stark.

In view of the approaching Cup matches this fixture should be of particular interest and the Army will no doubt be keen to reverse the previous verdict when the Club beat them by two tries. The first Cup match will take place on Wednesday, December 18th, when the Army and Navy will meet, and on the following Saturday, 21st December, the Club will play the Navy. An invitation has been sent to Shanghai to send a team down at Christmas, which it is confidently expected will be able to accept, and as they have now considerable talent at their disposal, including the Scottish International, H. Martin, they should be able to put a very strong team in the field.

SUPREME COURT.

Tuesday, 10th December.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE
(MR. W. REES DAVIES, K.C.), WITH
COMMANDER BECKWITH AS
ASSESSOR.

STEAMER AND JUNK IN COLLISION.

Action was heard in which Young Hing Hi, of 76, Main Street, Aberdeen, owner of the fishing junk *Fook Kon Lee*, claimed a sum amounting to \$4,000 from the owner of the s.s. *Loongang* for damages occasioned by a collision which took place off Waglan Lighthouse on the 21st May, 1912. There was a cross-action by the Indo-China Steamship Company, owners of the s.s. *Loongang*, against the owner of the junk for \$350, for damage occasioned by collision.

Mr. Eldon Potter, instructed by Mr. F. N. d'Almeida e Castro, appeared for plaintiff, and Mr. M. Slade, K.C., instructed by Mr. Davidson, of Messrs. Hastings & Hastings, represented the defendants.

Mr. Potter, in opening, said that the two actions had been consolidated, as they both turned upon the same set of facts. There was no question as to the amount of damages—these would be referred to the Registrar—and the only question was one of liability. Referring to the preliminary acts, Mr. Potter pointed out that plaintiff put the time of the collision at 1 a.m., and defendants put it at 3.15 a.m. on the 21st May, but that mattered little because the *Loongang* did in fact strike the junk. With regard to the place of collision, plaintiff said it took place ten miles off Waglan, but defendants said it was twelve miles. The night was "dark but clear," and defendants said the junk was under her bow before they noticed her. The junk people, however, said they saw the steamer about 1,500 yards off, and as the *Loongang* did not alter her course the junk people beat gongs to attract attention, but without effect. The plaintiff alleged that the *Loongang* was at fault in not stopping or reversing her engines when a collision was imminent, and the steamer was at fault in not keeping a proper lookout. The junk carried the ordinary lights, and that question of lights was perhaps the main question. Proceeding, he related the facts as follows:—On the evening of the 20th May last the junk *Fook Kon Lee* in company with a sister junk—it was customary for the junks to fish in pairs—left Aberdeen and proceeded in a south-easterly direction. The *Fook Kon Lee* carried the ordinary lights, and all went well until they reached ten miles south-east of Waglan. It was a dark night, but there was no fog, conditions which were technically described as "dark but clear." In the early hours of the morning it was observed that a steamer was approaching, and realizing that a collision was inevitable the crew beat gongs in order to attract the attention of the crew of the steamer, but without effect and the junk was struck amidships. After the accident the *Loongang* did all that was possible to save the crew, and also took the junk in tow. The main point was whether the junk had the lights that it should have had, and he would call evidence to prove that. The question might arise afterwards, assuming they had no lights, did the steamer take sufficient precautions to avoid accident in the circumstances. Evidence by the crew of the junk was then heard and the hearing adjourned.

THE CHINESE GOVERNMENT AND COMMERCE.

At the annual meeting of the British and Chinese Corporation on the 21st ult. Mr. C. C. Macrae, who presided, said that the corporation had financed and supervised the building of practically all the railways in China which had been constructed with British capital. The revenue showed a reduction of £7,831, due to the effects of the revolution, which had naturally prevented the doing of business with the Government, and had not only stopped the completion of various pending pieces of business, but had made it, for the time being, unprofitable to negotiate fresh business. Things in China now seemed to be settling down; order was rapidly being re-established, and a return was being made to conditions which the board trusted would enable them to carry through various important negotiations in which they had been engaged for some time past. While their object was on fair and reasonable terms to assist the Government in the development of their great country, they were very sensible of that Government's difficulties, and were anxious to meet them, so far as was possible, consistently with the protection for the interests of those whose money they invited to support the various undertakings to which they might become engaged.

Particularly they noted with respectful appreciation a marked change in the spirit and methods of the high officials of the Government with whom they had to deal from those which characterized the old regime. There was now shown a breadth of view and a more liberal and enlightened attitude towards such questions as those with which the board were concerned, which were rare in their experience of the mandarinate of the late dynasty. The Provisional Government was earnestly bent on fostering good relations with those who would honestly assist it in its desire to bring about the welfare and progress of their great country.

MERCHANTS' HEAVY FAILURE.

THE PUBLIC EXAMINATION.

A sitting was held in the Court of Bankruptcy London on the 20th ult. before Mr. Registrar Linklater, for the public examination of Richard Abenheim, Frederic Berthold Abenheim, and Edward Schweitzer Abenheim, partners in the firm of Richard Abenheim and Co., import and export merchants, of Hope House, Lloyd's Avenue, who also traded at Yokohama, Japan, under the style of Abenheim Brothers.

An amended joint statement of the bankrupts' affairs had been lodged showing gross liabilities £123,700 10s. 10d.; liabilities expected to rank, £78,000 10s. 6d.; and assets estimated to produce £24,052 10s. 6d.

Mr. Walter Boyle, Assistant Official Receiver, attended; Mr. C. Stanley Krauss, solicitor, appeared for the trustee (Mr. Maurice Jenks) and for the petitioning creditor; Mr. Frank Mellor for a creditor; and Mr. Higgs (Rehder and Higgs) for the bankrupts. Examined by the Assistant Official Receiver, Mr. Richard Abenheim stated that he was an American by birth, and had not been naturalized in this country. He acquired his business knowledge partly in San Francisco. On January 1st, 1900, he began to trade in London, with a capital of £700 or £1,000, as an export merchant, exporting Manchester, Bradford, and Leeds goods to Japan. In January, 1904, he was joined by Mr. F. B. and Mr. E. E. Abenheim, and the business was continued under the style of Richard Abenheim and Co. in London, and as Abenheim Brothers, in New York and Japan. Their trade increased considerably, and his brothers went to Japan to manage the business there, while he supervised the London branch. In January, 1910, Mr. E. S. Abenheim, who had deposited £10,000 with the firm, became a partner, and shortly afterwards went to Japan, where he remained until the firm's failure. Mr. E. E. Abenheim, whose health had for some time been failing, died in San Francisco in August, 1911, and the firm received £5,000, the proceeds of a policy of insurance on his life.

THE CAUSE OF THE FAILURES.

In 1908 the firm started an import business, but, being insufficiently acquainted with that trade, a company called the General Trading Company (Limited) was formed to dispose of the goods imported. This business had really been the cause of their troubles. An agreement was entered into between the firm and the company and was worked with disastrous results. Disputes arose between the firm and the company, and in March, 1911, the firm brought an action against the company asking for an account, the cancellation of the agreement, and damages. After a hearing lasting 11 days a settlement of the action was arrived at. The account was ordered to be taken, and the company agreed to pay £3,500 towards the costs of the action. He thought that the firm lost over £25,000 through the arrangement with the General Trading Company; and the stock left on the firm's hands was afterwards realized at a further heavy loss.

When the firm suspended payment in February of this year they had unfinished contracts on hand amounting to £159,000 in London and £40,000 in Japan. The suspension resulted in a heavy loss, and added considerably to their liabilities. In 1910 the firm became interested in a scheme for the purchase and sale of an extensive timber, farming, and petrolierous estate in Mexico, and for the purpose of financing the scheme the firm made themselves liable on bills to the amount of £31,250. The flotation of a company to take over the estate was delayed by the revolution. The firm afterwards succeeded in getting rid of their liability on the bills and relinquished their claim to a share of the profits.

TOO MANY IRONS IN THE FIRE.

It appeared from the firm's books that the net result of their trading since the end of December, 1908, had been a heavy loss. During the same period the drawings of the partners had amounted to £28,985. The death of Mr. E. E. Abenheim, who was the most competent business man of the firm, had indirectly led to the present position. Other causes were the heavy drawings of the partners, and interest charged on the renewal of bills.

The Official Receiver—I suggest to you, Mr. Abenheim, that you had too many irons in the fire, and could not properly attend to all of them.

The bankrupt—That is true to some extent.

In answer to Mr. Krauss, the bankrupt agreed that the time and attention which the firm gave to the Mexican proposition had affected their ordinary business and had contributed to their bankruptcy.

The hearing was adjourned.

MISSING WAR CORRESPONDENT.

MR. ANGUS HAMILTON A PRISONER.

The following Constantinople telegram appeared in the London evening papers on the 22nd ult.:—

Anxiety as to the fate of Mr. Angus Hamilton, one of the special war correspondents of the Central News, has now been relieved. It has been ascertained that Mr. Hamilton was with the Turkish advance force beyond the Chatalja lines and was captured by the Bulgarians.

He was placed under arrest and sent under escort to Kirk Kilisse.

The last despatch from Mr. Angus Hamilton was dated the 10th ult., and he was then with the Turkish cavalry division.

Lady Pinero, the mother of Mr. Angus Hamilton, received from him a telegram despatched from Kirk Kilisse on Tuesday evening the 19th, reading as follows:—

"Quite safe, well; to be sent Sofia soon and released.—Angus Hamilton."

An Indian constable met a terrible death on Monday evening, falling from a window into the yard at the back of the Central Police barracks. The occurrence has a tragic precedent, for a little while ago a man fell out of a similar window in the same room and was killed. The matter is being investigated.

"LE FIVE O'CLOCK."

AMUSING DISCOURSE ON A FRENCH INSTITUTION.

An audience consisting for the most part of English ladies laughed heartily and often at the Grafton Galleries recently, as they listened to a French lady—Madame Louise Latour—talking in a highly amusing fashion of that deeply-rooted Parisian institution, "Le Five o'clock." London, she said, had given this curious mid-afternoon meal its name, but Paris had made it—the thing itself—what it was. As a fact, the French had gone far ahead of the English in the matter of "afternoon tea"—an expression, by the way, never heard in the circles known as "Tout Paris"—and "five o'clock" was to be in the fashion, while not to "five o'clock" was to be hopelessly "out of it." On the visiting cards of a lady of her acquaintance she lately read: "Five o'clock tous les jours a 4 heures." But while the ladies of Paris had acquired a great liking for tea their husbands and brothers generally hated it, unless it were so plentifully mixed with rum or something equally strong as to hide completely the flavour of the plant. Thus, the Parisian hostess who wished to attract men to her "five o'clock" and keep them there more than a few minutes took care to provide, in addition to all sorts of appetizing solids, a variety of liquids other than tea. The meal had, indeed, nowadays become so elaborate and substantial as to have incurred the enmity of the doctors who never tired of denouncing the evils arising from this promiscuous eating and drinking between luncheon and dinner; but it made no difference: "le five o'clock" was firmly established, and flourished on persecution, as was the invariable habit of persecuted institutions. English people, continued Madame Louise Latour, might reasonably enough smile at their French neighbours over their enthusiasm for "le five o'clock," the very meaning of which was unknown to thousands who used it daily and hourly; but were her hearers quite sure they themselves were not at times in the habit of using French words in a sense altogether different from the right, the real, the French sense? Once an English lady invited her to inspect what she called her "bric-a-brac." Rather puzzled at being asked to look at what she supposed would be a lot of broken rubbish only fit for the dustbin, Madame Latour was more astonished still when she discovered the "bric-a-brac"—the French equivalent of "refuse"—to consist of a number of delightful bibelots and artistic treasures of all sorts. Then as to chiffon. Originally the word meant nothing more than "rag," but the English had insisted on giving this name to an expensive trimming, and now the Parisian modistes had been compelled to use the term in its anglicised significance. So, said the lecturer in conclusion, the laugh was not all on the one side, and her audience expressed their agreement by hearty applause.

RUBBER COMPANIES.

STRAITS RUBBER COMPANY.—Third interim dividend of 15 per cent. in respect of the year ending December 31st, payable on December 2nd. Last year the dividend was 10 per cent.

KOMBOK (F.M.S.) RUBBER COMPANY.—Interim dividend in respect of the year ending December 31st of 1d. per share on the fully-paid shares and 3d. per share on the partly paid shares, payable on November 30th.

BANDAR SUMATRA RUBBER COMPANY.—A contract has been entered into for the sale of six tons of first latex crepe to be delivered at the rate of one ton per month from July to December, 1913, at 4s. 3d. per lb.

LANGKAT SUMATRA RUBBER COMPANY.—A contract has been entered into for the sale of 18 tons of first latex crepe to be delivered at the rate of one ton per month from January to June and at the rate of two tons per month from July to December, 1913, at 4s. 4d. per lb.

BUKIT KAJANG RUBBER ESTATES.—The accounts for the year ended June 30th show a balance of net profit, after writing off £1,388 for depreciation on buildings, machinery, etc., of £24,727, making with £1,231 brought forward, £25,958. It is proposed to pay a third dividend of 7½ per cent., making 22½ per cent. for the year, and to carry forward £3,726. The total rubber crop harvested amounted to 194,177lb., which has been shipped and sold at an average net price of 4s. 5½d. per lb. The cost of production amounted to 1s. 9½d. per lb. f.o.b. The estimated output for the current financial year is 300,000lb.

UNITED SERDANG (SUMATRA) RUBBER PLANTATIONS.—The report for the year ended August 31st last states that the crop of rubber amounted to 534,970lb., against an estimate of 433,000lb. The average net price realized for the rubber was 4s. 3.73d. per lb., against a f.o.b. cost of 1s. 4.17d. per lb. The "all in" cost amounted to 1s. 7.73d. per lb. The coffee crop amounted to 1,005 piculs, against an estimate of 850 piculs, and was sold in the East at a net average of £3 8s. 11½d. per picul, against a cost of £2 8s. 11½d. per picul. The estimated crop of rubber for the current year is 521,000lb., at an estimated cost of 1s. 2.01d. per lb. f.o.b. The directors have agreed, subject to the approval of the shareholders, to acquire the estates of the Serdang (Sumatra) Rubber and Produce Estates as from November 1st, 1912; the purchase consideration to be £7,727 fully-paid £1 shares of this Company and £2,322 in cash. The net profit, including £14,985 brought forward, amounted to £27,581. The directors propose to place to reserve account £10,000, to write off expenses in connection with new issue (February, 1912), £125, and to pay a final dividend of 25 per cent., leaving to carry forward £25,714.

TRIAL BY JURY.

SQUARE PEGS IN ROUND HOLES.

As an instance of what he regards as the absurd jury system at home, a correspondent of the *Daily Mail* writes that his chauffeur has been summoned to sit on a High Court jury and to be one of "twelve good men and true."

His chauffeur, the correspondent says, although a capable mechanic and motor-car driver, has never been in a court of law in his life, knows nothing of collating facts or dealing with evidence, and admits that, however willing he might be to enter the jury-box, he is entirely unsuitable to sit in judgment on the affairs of his fellow men.

Mr. Kenyon, Chief Associate at the Law Courts, showed a *Daily Mail* representative some specimens of recent jury panels. Juries are divided into two classes:

1. Special juries, drawn from people occupying, in London, a dwelling-house of the rateable value of £100; in the country, £50.

2. Common juries, persons who are rated at £30 in London; £20 in the country.

The former try the more important cases of commercial and divorce cases and are paid £1 a day for their services; the latter try minor cases and are paid 1s. for each case.

A specimen common-jury panel shown by Mr. Kenyon gave the following occupations of jurymen:—

Laundryman.	Butler.
Cookkeeper.	Farrier.
Clerk.	Milkman.
Coffee-house keeper.	Hairdresser.
A special-jury panel, where the intelligence is supposed to be high, includes:	
Publicans.	Lamp-lighters.
Hairdressers.	Horse dealers.
Boarding house keepers.	Greengrocers.
Waiters.	Butchers.
	Artists.

"EVERLASTING LAW SUIT."

In the famous case of *Wyller v. Lewis*, which altogether lasted over fifteen years and was known as the "Everlasting Law Suit," a King's Bench trial, occupying thirty-three days, was heard by a jury which included a

Fishmonger.	Draper.
Pawnbroker.	Tailor.
Upholsterer.	Fruiterer.
Hospital secretary.	Ironmonger.
Bookmaker.	Lace merchant.
Confectioner.	

The case arose out of a dispute between two groups of financiers over concessions in Portuguese East Africa, and was one of the most costly and intricate financial suits ever before a law court.

No less an authority than the Lord Chief Justice has given it as his opinion that we have not the service of the same class of jurors now as we used to have when he practised in the old Guildhall. So deep rooted are some of the anomalies of the jury system that a Departmental Committee of the Home Office, presided over by Lord Mersey, is still considering the matter, although appointed nearly a year ago.

VIEWS OF SIR GEORGE LEWIS.

Sir George Lewis said to a *Daily Mail* representative:—"From many points of view the jury system is most unsatisfactory because there is no doubt that many jurymen are swayed by emotions and opinions entirely foreign to the matters which they have been called upon to decide. They frequently come to a decision as to what they think ought to be the result, and not as to the result which the facts and evidence placed before them justify."

"Take for instance, libel cases. In many cases juries when sent to consider their verdict are divided in opinion, and in order to arrive at a verdict some of them have to be persuaded, and often over-persuaded, so that when the verdict is given they are not giving their opinion at all, but the opinion of the majority of the other jurymen. They are often unable to agree as to the amount of damages which should be awarded, and there is a system, which I know frequently prevails—because jurymen have told me of it—that each jurymen writes down the amount which he considers ought to be awarded, and the aggregate sum is divided by twelve. The result is that those jurymen who are perhaps more acute than the others, and are anxious for large damages, put down a much larger sum than they think ought to be awarded in order, when the division takes place, to secure large damages. The result is often very unfair."

"It is a rare thing to find juries composed of men of education and a knowledge of affairs."

"The remedy lies, to my mind, between one of two things:—Either jurymen should be drawn from a superior class of citizen, or the abolition of the jury system altogether."

THE RUSSO-MONGOLIAN AGREEMENT.

In the House of Commons on the 21st ult.:

Mr. Lloyd (Staffordshire, W. Opp.) asked the Secretary of State for Foreign Affairs whether he had any information which he could give regarding the Russo-Mongolian agreement of November 3rd, and whether he could state the nature of the agreement and its most important terms, and whether the protocol of that agreement assured any special commercial rights to Russian trade and Russian subjects.

Sir E. Grey.—The semi-official statements issued in St. Petersburg and reported in the Press contain, so far as I am aware, the salient points of the agreement. The protocol attached to the agreement has not yet been communicated to me. It would seem *prima facie* that the agreement is intended to confirm the agreement and privileges for Russian subjects which existed under previous treaties of many years' standing and generally to secure the status, practically amounting to autonomy, which was the normal condition of Outer Mongolia, but I am awaiting further information on these points.

PANAMA TOLLS.

THE POLICY OF DISCRIMINATION.

WASHINGTON, November 14th. The President's proclamation fixing the Panama dues has been followed by the partial publication of a report by Professor Emory Johnson, the Government expert, upon whose data the President based his proclamation, a report which in its entirety is the most important document yet available about both the dues controversy and the general financial and commercial aspects of the American canal policy.

To take the dues controversy first. A smashing blow has been dealt to the discriminatory policy of the President and Congress by their own expert. With the exemption from dues of American coastwise shipping and with that vague policy of discrimination in favour of American deep-sea shipping in the sense indicated by the President's famous memorandum to Congress Professor Johnson's patience evidently is very scant. The same rates, he says, should be charged upon American as upon foreign vessels for the following reasons:

First, the omission or repayment of tolls as regards American shipping would be of assistance mainly to our coastwise shipping, which does not need aid and would be of little help to American vessels engaged in foreign trade; secondly, such subsidies as are given to the American mercantile marine should be paid to vessels employed in our foreign trade, but the remission or repayment to the owners of vessels of the Panama tolls on American ships in the foreign trade would be an ineffective subsidy that might invite retaliatory measures by foreign Governments; thirdly, the exemption of coastwise shipping would tend mainly to benefit coastwise carriers and only partially to benefit shippers and consumers. Neither the rates of steamship lines nor the charges of rail carriers will be appreciably higher if the tolls are charged on coastwise shipping than they will be if such shipping is relieved from the payment of the tolls.

INTERNATIONAL TRADE ASPECTS.

The international trade aspects of the controversy about the exemption of American coastwise shipping. Professor Johnson disposes of as follows:—"Discrimination is apparently enacted mainly on the ground that it is necessary to encourage the coastwise trade, to set off such advantages in the way of cheaper building and operating expenses as may accrue to Canadian shipowners, and to enable coastwise vessels to compete effectively with the Trans-continental railways. But, he continues, the opening of the canal should in itself be a sufficient stimulus to an already sufficiently protected industry, while as to Canadian competition, a vessel carrying lumber, say, from Vancouver to New Orleans in competition with American vessels from Seattle has to reckon at present with the American duty upon lumber. Besides, it would be inconceivable if in the event of equal treatment the problem of competitive Canadian and American rates were not to a great extent solved by 'conference' agreements between American and Canadian shipowners."

But Professor Johnson's elaborate discussion of this complicated question cannot, unfortunately, be followed here. It is perhaps enough to say that after reading it one gets the impression that, if Professor Johnson be correct in his facts, only inadequate knowledge or, perhaps, a powerful coastwise shipping "lobby" could have caused Congress to pass last summer the Bill it did.

While Professor Johnson does not, of course, enter into a discussion of the diplomatic side of the controversy or commit himself on the question of discrimination, it is pretty obvious that his argument, if it gets the publicity it deserves, will greatly strengthen the British protest which, I understand, is to be made shortly.

THE POLICY OF THE TOLLS.

While the general American policy towards the canal is, of course, self-evident from the schedule of tolls, one quotation from Professor Johnson's report may be given:—

The tolls should be such as to enable the canal first to divert from the Straits of Magellan all traffic to the Pacific coast of South America; secondly, to prevent the use of the Cape of Good Hope route by commerce between the Atlantic and Gulf coast of the United States and Australia; thirdly, to divert from the Suez Canal trade between the eastern seaboard of the United States and the Orient east of Singapore; fourthly, to compete with the Suez Canal for a portion of Europe's commerce with the Far East.

It is upon this basis, of course, that the President fixed the rates.

That the canal will pay in reasonable time, especially were there to be no discrimination, Professor Johnson is sanguine.—*The Times*.

NAVAL FIRE CONTROL.

SIR PERCY SCOTT'S INVENTION.

A further report from Berehaven states that the result of the comparative tests which have been held between the battleships *Thunder* and *Orion* is to establish definitely the superiority of Sir Percy Scott's system of director firing over that hitherto in use.

For four years it has been questioned whether the new method was superior to the old, and it was to settle the matter conclusively that the Admiralty ordered the experiments to take place between the *Thunder*, which was fitted with the new invention, and the *Orion*, which was not. The two vessels were ordered to fire at the same time, with the same range and targets, and to make the trial as effective as possible it was ordered to be held in the Atlantic in rough weather, not necessarily in a storm, but with the ship's rolling at least five degrees each way. Under these conditions the *Thunder* made five times as many hits as the *Orion*, and completely outclassed all previous records of firing, including those obtained in fine weather. It is said that the broadsides of the *Thunder*, sometimes from five and sometimes from 10 guns, seemed to rain on the target.

The new system, it is understood, will be fitted to all armoured ships with the least possible delay.

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"Try it for yourself. It is as delightful to the taste as it is beneficial to health."

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A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

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WATCHES.

ENGLISH MOUNTED CHINESE JADE

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MAPPIN & WEBB'S

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CUTLERY and

PRINCES PLATE.

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STUDY

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and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

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Hongkong, 25th November, 1912. [1342]

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Address—

G. DES GARETS D'ARS,

Craigoburn,
The Peak.
Hongkong, 29th November, 1912. [1357]

IN THE MATTER OF R. W. PALEY, Deceased.

NOTICE IS HEREBY GIVEN that authority has been granted by His Britannic Majesty's Supreme Court for China to JAMES H. M. JAMIESON, Esquire, C.M.G., H. B. M. Consul-General at Canton, to administer the estate of the above-named (late of the Chinese Maritime Customs), who died at Hongkong on October 28th, 1912.

All persons having claims against the said estate are hereby required to send particulars of such claims to the Undersigned on or before the 10th day of January, 1913, after which date the assets will be distributed having regard only to claims of which notice shall then have been given, and NOTICE IS HEREBY GIVEN that all persons indebted to the said estate are required to make immediate payment to the Undersigned.

J. W. JAMIESON,
H. B. M. Consul-General.
Canton, 9th December, 1912. [1397]

SOCIÉTÉ DES PULPES ET PAPIERIES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Société are hereby summoned to an Extraordinary General Meeting to be held at the Office of the Company, No. 2, rue Jules Ferry, Haiphong, on the 14th December, 1912.

By Order of the Board,

T. F. HOUGH,

Director.
Hongkong, 23rd November, 1912. [1340]

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AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations: Sea Bathing, Boating, Cricket, Football, etc. For terms apply to the Headmaster.

HERBERT L. BEEB, L.C.P.

[1085]

FOR SALE.

A LOT OF GOLD WALTHAM WATCHES HTG. GOOD TIME-KEEPERS.

BARGAIN PRICES. IN ORDER TO CLEAR STOCK. GARRELS, BOERNER & Co., KING'S BUILDING.

Hongkong, 26th November, 1912. [1347]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

ENTERTAINMENTS

BIJOU

9.15 P.M.—TO-NIGHT—9.15 P.M.

ANOTHER COMPLETE CHANGE OF PROGRAMME.

THE NOBLE'S PRIVILEGE.

(Dramatic).

PEKIN AND ENVIRONS.

(Sonic Cinema-Colours).

and

THREE STAR COMICS.

THE DETACHABLE MAN.

HOW TO BE LUCKY.

TOMMY MARRIES HIS SISTER.

MISS DOLLY SWIFT

and

MISS GLADYS SPENCER

in All New Songs and Dances.

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 11th December, 1912. [1167]

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H.E. SIR HENRY MAY, K.C.M.G.

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A COMEDY IN ONE ACT,

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TO BE PERFORMED BY

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FRIDAY AND SATURDAY,

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Commencing at 9.15 P.M.

PRICES: \$3, \$2 and \$1.

Sailors and Soldiers in Uniform Half-Price to Gallery.

Proceeds to be devoted to Local Charities.

Booking at MOUTRIE'S.

Hongkong, 26th November, 1912. [1350]

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"AN IDEAL

HUSBAND"

A PLAY IN 4 ACTS,

BY

OSCAR

WILDE,

TO BE PRODUCED BY

LOCAL AMATEURS,

ON

TUESDAY, THURSDAY AND

SATURDAY,

DECEMBER 17TH, 19TH AND 21ST,

AT 9 P.M.

UNDER the Distinguished Patronage of

His Excellency THE GOVERNOR

in aid of the following Charities:—

THE DIOCESAN GIRLS' SCHOOL,

THE EYRE REFUGE,

THE BLIND HOME (BLINDENHEIM),

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Booking Opens at Messrs. MOUTRIE & Co.

from December 4th to holders of advance

Tickets, obtainable from Ladies and Members

of the Committees of the various Charities, and

Messrs. MOUTRIE & Co., and to the Public

from December 7th.

Hongkong, 21st November, 1912. [1337]

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STEAMBOAT COMPANY, LIMITED,

AND

CHINA NAVIGATION CO., LTD.

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O WING to the expense incurred and the

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in collecting Freight for small amounts,

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W. E. CLARKE,

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BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st November, 1912. [1336]

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LATEST NOVELTIES

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IN ALL DEPARTMENTS.

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HIGH-CLASS FANCY BOXES OF

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PUDDINGS, CAKES,

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A LARGE SELECTION OF

TOYS, DOLLS, GAMES, &c.

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[51]

M. KOUZMINSKY

(WHO MADE A MAGNIFICENT FLIGHT AT MACAO

ON SUNDAY),

IN COMMON WITH THE

WORLD'S GREATEST AVIATORS

USES

SHELL

MOTOR SPIRIT

EXCLUSIVELY

GO AND SEE HIM AT SHATIN

NEXT WEEK-END,

and don't forget to use SHELL in your Car

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SUPPLIES ALWAYS OBTAINABLE BY LAND OR SEA

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and SILVERWARES, SILK

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Do not miss this opportunity.

Inspection cordially invited.

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No. 37, Queen's Road Central.

Hongkong, 25th November, 1912. [1360]

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DOLLS, TOYS,

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Prices from 10 Cents upwards.

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OVER 1,000 DOLLS IN STOCK.

[1152]

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[130]

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INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

P. C. MACDONALD, Manager.

Hongkong, 7th September, 1912. [1909]

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FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 13th April, 1912. [133]

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Authorized Capital Fl. 15,000,000 (\$1,250,000)

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THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

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E. J. H. VAN DELDEN, Acting Manager.

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Hongkong, 7th August, 1912. [22]

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JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG:
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to receive prepaid our celebrated Treatise, "The Cause and Cure of Rheumatism," illustrated in colours.
Name _____
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Only one book to one address.

If you have Rheumatism, cut out the above Coupon and send it to us with your name and address plainly written on the blank lines. Return post will bring you our celebrated book, "The Cause and Cure of Rheumatism," explaining the wonderful treatment which is curing so many thousands of Rheumatic sufferers. This treatment we call Magic Foot Drafte, and they are curing very bad cases of every kind, no matter how severe. They are curing cases of 20 and 40 years' suffering after doctors and baths and medicines had failed. Send us the coupon to-day and we know that after receiving our Booklet and reading and thoroughly understanding our treatment you will not hesitate to accept the offer we shall make you. Our faith is so strong that our treatment will cure you that we want you to write immediately for Booklet, so cut the above coupon and send it to the Magic Foot Draft Co., China Agency, P. O. Box 884, Hongkong, China. Send no money, no stamps, just the coupon and we will send our Booklet by return of post.

[1341]

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KEATING'S LOZENGES
cure the worst Cough.

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LADIES' SAFE REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.
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CURES DIARRHOEA, ENTERIC, WITHOUT INJECTIONS.
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SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO L. L. CHAPOTEAU, 8, RUE VIVIENNE, PARIS.
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TO LET

TO LET.

OFFICE in ALEXANDRA BUILDINGS.
Apply—**A. S. WATSON & Co., Ltd.,**
Alexandra Buildings
Hongkong, 15th October, 1912. [1222]

TO LET.

TUSCULUM, 156, Barker Road, Furnished for one year from 1st March, 1913.
Apply—**LANE, CRAWFORD & Co.**
Hongkong, 2nd December, 1912. [1368]

TRADE AND COMMERCE

(S. D. Setna & Co.'s Fortnightly Report.)

Hongkong, 6th December, 1912.
BENGAL OPPIUM.—No business is reported. Market ruled very quiet, and the buyers show no inclination to operate even at any low price. Clearances amount to about 73 chests comprising 1 chest of Patna New, 54 chests of Patna Old, 13 chests of Benares New, and 5 chests of Benares Old. Unsold stock:—245 chests Patna New, 1,581 chests of Patna Old, 270 chests of Benares New, and 310 chests of Benares Old—in all about 2,366 chests. Uncleared stock:—Patna New, 62 chests; Patna Old, 664 chests; Benares New, 108 chests; Benares Old, 78 chests—in all about 905 chests. No reliable quotation can be given at present.

MALWA OPPIUM.—Prices show a big decline, and sales are reported in 14 chests of New at \$2,725, and 20 chests of Old at \$2,730 per picul. Clearance about 124 chests. Unsold stock about 1,137 chests. Sold but uncleared stock, about 120 chests. Closing quotations:—New, \$2,700 to \$2,750. Old, \$2,725 to \$2,775.

SILK.—A moderate business transpired. Tatlee L.S. No. 1 at \$780; No. 2 at \$680; and L.S. in Diamond No. 1 at \$680, No. 2 at \$640. Quotations:—

Tatlee No. 1 \$780 No. 2 \$680 for L.S.
" " 1 740 " 2 650 " S.W.C.
" " 1 740 " 2 645 " K.W.
" " 1 610 " 2 500 " C.W.C.
" " 1 680 " 2 610 " L.S. in diamond.

COTTON.—Sales are reported of about 100 bales at \$25 to \$28 per picul. Unsold stock about 250 bales.

YARN.—Owing to the firmness on your side coupled with less inclination on the part of importers to quit, market ruled rather firm, and sales were reported at an advance of \$1 to \$3 per bale all round, and sales were reported of about 9,950 bales, comprising about 200 bales of No. 6s; 6,200 bales of No. 10s; 1,425 bales of No. 12s; 375 bales of No. 16s; and 1,750 bales of No. 20s, as under:—

1,500 Bales Assar Virjee	No. 10s	\$130-131
250 " Bombay Cotton	12s	126-128
25 " Bowraah	12s	125
25 " Colaba	12s	137-130
100 " " "	12s	128
100 " " "	12s	130
100 " " "	12s	119-121
87 " " "	12s	122-123
100 " " "	12s	128-130
100 " " "	12s	145
100 " " "	12s	120
100 " " "	12s	107-108
100 " " "	12s	122-123
300 " " "	12s	140-141
150 " " "	12s	178
100 " " "	12s	135-137
150 " " "	12s	135
100 " " "	12s	140
100 " " "	12s	141
2,500 " David	10s	130-131
150 " " "	12s	134
100 " " "	12s	128-129
250 " " "	12s	136-137
50 " " "	10s	125
100 " " "	10s	132
200 " " "	10s	150
150 " " "	10s	112-113
150 " " "	10s	126
100 " " "	12s	131
150 " " "	12s	141
50 " " "	10s	145
100 " " "	10s	107
800 " " "	10s	140-141
50 " " "	10s	141
100 " " "	10s	132
100 " " "	10s	154
100 " " "	10s	125
75 " " "	10s	123
250 " " "	10s	136
50 " " "	10s	125
100 " " "	12s	131
100 " " "	10s	130
200 " " "	10s	110
200 " " "	10s	131
100 " " "	10s	128
100 " " "	10s	148
100 " " "	10s	132
100 " " "	10s	121
100 " " "	10s	132
200 " " "	10s	150-151
200 " " "	10s	112

LOCAL MILL.—Sales are reported in No. 10s and 12s of about 600 bales at \$128 and \$133, respectively.

JAPANESE YARN.—Sales are reported in 300 bales of No. 10s at \$180, and 400 bales of No. 20s at \$150 to \$158 per bale.

SUNDAY ARTICLES.—In imports sales are reported in Apricots Old at \$9 per picul, Bezoar Stone at \$125 per catty, Cloves at \$46 per picul, Gum Olibanum at \$9 to \$11 per picul, Kismias at \$21 per picul, Bombay Onions at \$1.10 per basket, Madras at \$5 per picul, Sandalwood at \$30 per picul, and Angkor Old at \$4 per picul. For export purchases were reported in Green Beans at \$4 per picul, Camphor at \$88 per picul, Cassia Lignea at \$16 per picul, Galangal at \$44 per picul, Ground Nuts (with shells) at \$11 per picul, Isinglass at \$110 per picul, Tea at various prices, Star Aniseed at \$38 per picul, and Turmeric at \$34 per picul.

Imports	Price per picul.
Almonds	\$ 28 to \$ 32
Alice	16 " 24
Angkor (Grape)	4 " 10
Apricots (Jardalo)	9 " 15
Assafetida	8 " 22
B'Dellium (Coccol)	4 " 7
Bezoar Stone (Goroo Chaudan) per catty	125
Bisabol	8 " 9
Borax	14 " 14
Borneo	115 " 47
Cloves	40 " 47
" (Extracted)	31 " 31
Fennel Seeds	6 " 84
Gall nuts (Maya)	21 " 25
Galla Hynes (catty)	125 " 160
Gum Olibanum	8 " 14
Gunny Bags	18 " 27
Hallibee (Kandoo or Kutki)	24 " 28
Ivory (large pieces)	320 " 420
" (Acha)	320 " 420
" (Bamboo)	180 " 320
" (Chatta)	350 " 740
" (Ghabla)	340 " 420
" (Khandwar)	260 " 380
Kismias	4 " 22
Muri (Raima)	10 " 14
Myrabollins (Horda)	3 " 4
Onions (per basket)	120 " 130
Putchuk (Ooplate)	80 " 82
Quicksilver	120 " 120
Rice	64 " 9
Rhinoceros Horns	330 " 400
Rosa Oil	75 " 85
Rose Malice (Selaru)	5 " 43
Saffron (Kooranul)	11 " 13
Saffron (Kaiser) per catty	5 " 12
Sandalwood	11 " 32
" Oil	250 " 350
Senna Leaves	5 " 84
Sugar (Java)	74 " 9
" (Mauritius)	51 " 64

WM. POWELL, LTD.
TELEPHONE 346.

XMAS BAZAAR

—NOW OPEN—

DOLLS, FUR ANIMALS,
MECHANICAL TOYS,
GAMES, BALLS,
CRACKERS,
SWINGS, TRICYCLES,
DOLL CARRIAGES, ETC.
TOY LAND.

Exports	Prices
Bean oil	\$ 17 to 24
Beans (Green)	3 " 44
Beans (White)	4 " 44
Beans (Soy)	4 " 44
Betelnuts	4 " 44
Brazil Buttons (per one lac)	55 " 55
Bristles (Black)	330 " 370
" (White)	120 " 150
" (White) A B C	220 " 260
Camphor	80 " 90
" Oil	20 " 30
Cantharides	80 " 90
Cardamum Seeds	23 " 34
Cassia Lignea	16 " 161
" (Broken)	10 " 18
" Oil	122 " 230
China roots (cleaned)	9 " 11
" (Uncleaned)	9 " 7
Combs (Bamboo) (per 100 pieces)	35 " 35
Drums (per 100 Sets)	40 " 40
False Pearls	10 " 12
Fire Crackers	8 " 14
Galangal	5 " 54
Gabial	4 " 6
Ginger (dry)	13 " 11
" (wet)	6 " 74
Glass Beads	17 " 20
Gum	26 " 28
Groundnuts (with shells)	9 " 11
" (without shells)	11 " 14
Human hair	26 " 30
Isinglass	95 " 110
Isinglass (Damask) (per 100 pieces)	40 " 70
" (Linton)	25 " 52
" (Canton)	20 " 48
" (Ningpo)	17 " 30
Musical	9 " 13
Paper (Mohorania)	33 " 115
Peppermint Crystals	1,010 " 340
Pepper (Black)	120 " 340
Preserves (box of 6 Jars)	27 " 33
Rice	4 " 8
Rhubarb	7 " 9
Star Aniseed	30 " 56
" Oil	37 " 45
Sugar Refined	370 " 500
Sugar Candy	8 " 10
Tea	114 " 129
Tea Oil	26 " 31
Tea Leaves (A. H.)	225 " 31
Turmeric	71 " 84
Vermillion	70 " 72
Walnuts	18 " 20
Wax	28 " 35
Wood oil	22 " 25
Zedary (Kasoor Katchory)	10 " 104

EXCHANGES—(Closing Quotations).

On India T.T. Rs.	1344
Demand Rs.	1544
On London T.T. Rs.	2/06
Demand Sh.	2/06
On Shanghai	711
On Singapore and Penang	8-83
On Japan	1003
On America	104
On Batavia	1244
On Germany	2124
On France	202
Bar Silver (per oz.)	294
Gold (100 fine)	5501

LONDON IMPROVEMENTS.

Our London correspondent writes:—With regard to the rebuilding of the Old General Post Office and the building of St. Paul's Bridge the City authorities are considering a scheme for a great improvement at the top of Cheapside. This is to widen St. Martin's-le-Grand to eighty feet, to sweep away the buildings between the present old G.P.O. and Cheapside and Foster Lane, and to make a "Circus" at Cheapside. Should this fall through then the Postal authorities will utilise the site of St. Martin's-le-Grand and build an extension to the western or telegraph block of the G.P.O. It is to be hoped that the Circus scheme will be decided upon. In the meantime the Post Office is giving the City every assistance and is holding back its own scheme in consequence of the Circus proposals. The proposed bridge across the Thames to come out opposite St. Paul's Cathedral has not yet matured, and another large scheme is Messrs. Lyons' projected Hotel in the West End. A huge block of property at the back of the Café Monico of Regent St. has been taken over by this enterprising firm on a long lease and a monster "no-tip" hotel is to be erected.

LATEST STEAMER MOVEMENTS.

The Yokohama office of the Toyo Kisen Kaisha has received wireless intimation that the silk carrier by the str. *Tenyo Maru* arrived in New York on the 7th December, 4 days and 23 hours after arrival at San Francisco.



THE WESTMINSTER TOBACCO CO. are experienced manufacturers of the highest grades of Turkish and Virginian Cigarettes and the most select brands of pipe Tobaccos. We desire to call the attention of all lovers of a really first-class article to their productions.

Westminister Virginia, No. 22's.
" No. 44's.
" Smoking Mixture Tobacco.
" Sliced Plug Tobacco.

GARNER, QUELCH & Co.,
TELEPHONE 636 SOLE AGENTS. [128]

"SHACKELL"
"SEAL" RED PRINTING INK
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.
SAMPLE GRATIS
SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
ESTABLISHED 1786.
HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

NEW RECORDS

No matter how much or how little you want to pay for a Christmas gift, you won't get anything that will give so much pleasure as a Victor or a Victor-Victrola.

There's one of these instruments at a price to suit every purse, and we'll arrange easy terms if desired.

Stop in any time and we'll gladly play any Victor music you want to hear.

S. MOUTRIE & Co., LIMITED.
EXCLUSIVE DISTRIBUTORS.

BOVRIL

For Health and Beauty

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
in bottles and For Kidney and Kindred troubles, bladder half bottles trouble. — Gout. — Gravel. — Arthritis.
VICHY GRANDE-GRILLE For Liver trouble and Biliaryness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME & SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In line and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

SHIPPING REPORTS.
The German str. *Tsintau* reports: Heavy N.E. wind, sea and swell.
The British str. *Loongang* reports: Strong N.E. monsoon and large sea.

PASSED THE CANAL.
Nov. 15th — Benlawers, Canton, Nera, Pembrokehire, Ping Suez, Demodocus, 19th-Corinthic, Glenloch, Vorwarts, Yangtze, Furst Duloz. 22nd-C. Ferd. Lacin, Derfflinger, Hector, Indrami, Jaxon, Kiesel, Mishima Maru, Miyasaki Maru, Pathan, Armenia, Rutherford. 28th-Indramago, Perseus, Sachsen, Lunnan, Glenfarg, Nankin. 29th — Agamemnon, Sunda, Den of Glamis, Magellan, Nelaus. December 3rd — Bendoran, Calchak, Candia, Indrawadi, Speria, Goldenfels, Kansas, 6th-Dumban, Jaerick, Kitano Maru, Montrose, P. E. Friedrich, Prinz Ludwig, Telemachus, Arcadia, Indrakula.

ARRIVALS AT HOME
December 6th—Brodmare, Derfflinger, Miyasaki Maru, Perseus.

ON SALE AT THE HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE PLANS OF THE SI-KIANG WEST RIVER.
PRICE ONE DOLLAR.
Giving all the Important Towns en route from CANTON TO WUCHOW

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO
**VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.**

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMER	SAILING
"OCKLEY"	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the latest design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
Telephone No. 780. King's Building, Praya Central.

NEW YORK LINE.

REGULAR SERVICE FROM
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.
Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

NEXT SAILING:—

S.S. "SCHUYLKILL" (A. and O. Line) ... On 30th December.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES.**ORIENTAL AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIO" ... 3,000 tons ... Middle of February.

And regularly thereafter.

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: ... FROM COLOMBO: ...

21st Dec. Connecting with S.S. "KATANGA" 10th Jan.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS. 142-43-44**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

	COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		Kobe (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.		Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERFIA ... 9,000 tons.		

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE OF TRAVELLING BY TRAIN BETWEEN KOBÉ AND YOKOHAMA, FREE OF CHARGE.

SOME FEATURES OF SERVICE.

Lights and Fans Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.
Swimming Tank Is installed on deck for salt water plunge. Bathing suits on board.
Band Filipino string Band Concerts each afternoon and evening and also during Tea and Dinner.
Cuisine The Cuisine is under the direct supervision of one of the World's most famous caterers.
Games and Amusements Deck Games, such as Quoits, Shuffle-board and all kind of gymnastic sports, are arranged during the voyage, as well as indoor Amusements, such as Musical Entertainments. Dances and Masquerade Balls on deck are also arranged to while away the time.
Wireless and Submarine Signal Service The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.
Bilge Keels Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	Tons	Starting
MANCHURIA	27,000	TUESDAY, 17th Dec, at 1 P.M.
NILE	11,000	TUESDAY, 31st Dec, at 1 P.M.
MONGOLIA	27,000	TUESDAY, 7th Jan, at 1 P.M.
PERFIA	9,000	TUESDAY, 23rd Jan, at 1 P.M.
KOREA	18,000	TUESDAY, 4th Feb, at 1 P.M.
SIBERIA	18,000	
CHINA	10,200	
MANCHURIA	27,000	

DEPARTURE PLAN AN ITINERARY FOR YOU.
King's Building (opposite Blake Pier). TELEPHONE No. 141.

FRED J. HALTON, AGENT.

Panama-Pacific International Exposition—San Francisco—1915

**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	
HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 11th DECEMBER, 1912.	
8 a.m. "HONAM."	8 a.m. "KINSHAN."
10 p.m. "KINSHAN."	5 p.m. "PATSHAN."

HONGKONG-MACAO LINE.	
S.S. "SUI TAI," Tons 1651.	S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.	MACAO TO HONGKONG.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	

EXCURSION TO MACAO.

SUNDAY, 15th DECEMBER.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 143

TOYO KISEN KAISHA

TRANS-PACIFIC

**WESTERN PACIFIC
DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons.
S.S. CHIYO MARU	21,000 tons.
S.S. SHINTO MARU	21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank-bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenery—hundreds of miles through the gorgeous scenery of the Sierras—Foothill River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG.

775

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th Dec, at 5 P.M.
S.S. "KOERBER," 9,900 tons, will leave as above on 19th Jan, at 5 P.M.
Cheap rates, Hongkong-Trieste, Venice, 250 1st, 235 2nd, 219 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 5th January, at D'light.
Cheap rates, Hongkong-Shanghai, 26 1st, 24 2nd, 22 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
S.S. "PERSIA," 12,500 tons, will leave as above about 31st December.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.
TO YOKOHAMA, KOBÉ VIA SHANGHAI.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 30th Dec.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELE & Co., Agents.

Hongkong, 5th December, 1912. Princess' Building. 1155

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"CANTON"	6,500	On 11th Dec.
COPENHAGEN and BALIC PORTS	"CANTON"	6,500	On 15th Jan.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

JAVA-CHINA-JAPAN LIJNREGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAPAN	First half of December.	JAVA	First half of December.
TJIPANAS...	JAVA	First half of December.	JAPAN	First half of December.
TJIKINI	JAVA	First half of December.	SHANGHAI	Second half of December.
TJILATJAP.	JAPAN	Second half of December.	JAVA	Second half of December.
TJIMANOEK	JAPAN	Second half of December.	JAVA	Second half of December.
TJITAROEM	JAVA	First half of January.	JAPAN	First half of January.
TJIMAH	JAVA	First half of January.	JAPAN	First half of January.
TJIBODAS...	JAVA	First half of January.	JAPAN	First half of January.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.York Buildings, 1st Floor.
Hongkong, 11th December, 1912.

Telephone No. 375.

**NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.**

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZESS ALICE," Capt. L. FRANCK.	20,300	{Wedday, 11th Dec, at 10 A.M.
SHANGHAI, TSINGTAU, KOBÉ and YOKOHAMA	"KLEIST," Capt. L. MAASS.	17,000	{About Thursday, 12th Dec.
MANILA, YAP, MARONNI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BRENNER.	6,100	{Saturday, 28th Dec, at 9 A.M.
KOBÉ and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BRENNER.	6,100	{Wedday, 11th Dec, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,**MELCHERS & Co.,**

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 11th December, 1912.

PASSENGER SEASON 1913.**NORDDEUTSCHER LLOYD. BREMEN.
TO EUROPE BY THE
MAGNIFICENT FAST LINERS.**

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN"	17,300 tons	ON FEBRUARY 4TH.
"BREMEN"	21,000	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 19TH.
"YORCK"	17,000	ON APRIL 1ST.
"PRINZESS ALICE"	20,300	ON APRIL 16TH.
"LUETZOW"	17,300	ON APRIL 29TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 21st September, 1912.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
KUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 17th Dec, 4 P.M.
ZAFIRO	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 27th Dec, 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers,
PHILIPPINES S.S. Co.**BRITISH INDIA S. N. CO., LTD.
APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**WESTWARD.**

S.S. "JAPAN," 6,013 tons, Captain C. E. Aeddon, will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 12th Dec, at 1 P.M.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 9th December, 1912.

AGENTS. 1892

**THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &C.**

Head Office for the Far East:— 16, DES VOEUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
729] CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

